NPS Form 10-900
(Rev. 8-86)

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

147-0000-0044

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Jack Creek Kingpost
other names/site number Jack Creek Kingpost

2. Location

3.2 miles south, 1 mile west and .2 miles south of intersection of US 383 & F.A.S. 535.

street & number Unmarked county road ☐ not for publication
city, town Long Island ☒ vicinity
state Kansas code KS county Phillips code 67 zip code 67647

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
☐ private	☐ building(s)		buildings
☒ public-local	☐ district		sites
☐ public-State	☐ site	1	structures
☐ public-Federal	☒ structure		objects
	☐ object	1	Total

Name of related multiple property listing:
Metal Truss Brudges in Kansas

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ☐ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Ramon Powers — Nov. 16, 1989
Signature of certifying official — Date

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of commenting or other official — Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

☐ entered in the National Register.
☐ See continuation sheet.
☐ determined eligible for the National Register. ☐ See continuation sheet.
☐ determined not eligible for the National Register.
☐ removed from the National Register.
☐ other, (explain:) _____

Signature of the Keeper — Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation: Road Related (Vehicular) Bridge

Current Functions (enter categories from instructions)

Transportation Road Related (Vehicular) Bridge

7. Description

Architectural Classification
(enter categories from instructions)

Other: Kingpost Truss

Materials (enter categories from instructions)

foundation

walls

roof

other Metal: Wrought Iron or Steel

Describe present and historic physical appearance.

The Jack's Creek bridge, erected ca. 1900, is a rivited King Post pony truss. The single span is 39 feet long and 15 1/2 feet wide. The deck rises 9 feet above the stream bed. The bridge is located on a slight bend of the road and sits on a slight northeast-southwest alignment. This is often true with early bridges as this misalignment allowed a right angle approach to the river and a saving of money in both bridge length and amount of fill required.

The members of a truss bridge are designated either as chord members or web members. Chord members are those mainly defining the outlines of the structure and they are termed lower or upper chord members depending on whether they are found at the bottom or the top of the structure. Members between the chords are web members. They are called posts or ties if they sustain compression or tension respectively.

In the King Post truss, the end posts and top chord merge to form two sides, and the lower chord completes the triangle. The end post and top chord sides are in compression while the lower chord side is in tension. The top chords of the Jack Creek bridge are fabricated from sections of channel iron, tied together by single bar lacing. The girders thus formed are topped with an iron cover plate. The king post is made up of angle iron, tied together by bar lattice. The bottom chord is constructed similar to the top chords. One floor beam is attached to the king post. The bridge does not use any sway brace. The floor beam supports the metal beams running the length of the structure. A bar lattice railing runs the full length of the panels, and although somewhat damaged is still intact. The bridge retains a high degree of its structural integrity

☐ See continuation sheet

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

☐ nationally ☒ statewide ☐ locally

Applicable National Register Criteria ☐ A ☐ B ☒ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)	Period of Significance	Significant Dates
Engineering	Ca. 1900	Ca. 1900
Transportation	Ca. 1900	Ca. 1900

Cultural Affiliation: N/A

Significant Person: N/A

Architect/Builder: Canton Bridge Company

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The King Post is one of the oldest truss designs, serving well in many medieval buildings. As is evident they served as well as bridges into the 20th century. Its simplicity also establishes its limit. As the length increases so must the height, at the same ratio. It is therefore only practical in short spans.

In Kansas eight King Posts still exist. Although the longest span is 56 feet, the average is closer to 40 feet. Six of the remaining bridges are located in Washington and Phillips counties. Single representatives are located in Brown and Labette counties. This would suggest that the design was more popular in the northeast portion of the state.

No actual construction history of the Jack Creek King Post has presently been located. Such structures were generally quite inexpensive and received little public notice. Bridges of similar design do exist in Phillips county with a builder's plate that identify the structure as having been built by the Canton Bridge Company in Canton, Ohio. The company was heavily marketing small spans of the King Post and Lattice design in the late 19th century. It was selected to be nominated because its all rivited construction suggests that it was a late example of the design, retains an outstanding degree of its integrity, and is a good representative of the class.

The Kansas Department of Transportation (KDOT) carried out a statewide inventory of historic bridges between 1980 and 1983. The bridges to be included were identified through computer printouts developed by KDOT, from information supplied by the counties (since almost all of the historic bridges were located on secondary rather than the primary road system), and by direct observation by field personnel. All bridges were inspected by KDOT personnel to verify the data on file. That information was jointly evaluated by representatives of KDOT, Kansas State Historical Society, and the State Historic Preservation Officer.

☒ See continuation sheet

Each structure was evaluated using a points rating system adapted from the points evaluation rating developed by the Ohio Department of Transportation and Ohio Historic Preservation Office. Consideration was given to areas such as age, builder, number of spans, length, special features, history, integrity, surviving numbers, and preservation potential.

In many instances there is little information about individual structures. Often bridge plaques which may have contained information have been removed, or the county's records are not complete or have been destroyed. Due to the large numbers of similar structures there is often little to choose from in differentiating among individual bridges other than condition and the likelihood of preservation.

The purpose of the KDOT study and subsequent evaluation was to identify a representative selection of bridges of each class. Through this approach KDOT and KSHS hope to preserve for posterity some examples of each type.

9. Major Bibliographical References

Victor C. Darnell, American Bridge Building Companies, Washington, DC: Society for Industrial Archeology Occasional Publication 4, 1984.

David Weitzman, Traces of the Past: A Field Guide to Industrial Archeology, New York: Charles Schribner's Sons, 1980.

James L. Cooper, Iron Monuments to Distant Posterity, DePauw University, F.H.W.A., Indiana Dept. of Highways, Indiana Dept. Natural Resources, N.P.S., 1987.

Dan G. Deibler, A Survey and Photographic Inventory of Metal Truss Bridges in Virginia, Charlottesville: Virginia Highway & Transporation Research Council, 1975.

☐ See continuation sheet

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

Primary location of additional data:

- ☒ State historic preservation office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Specify repository: Kansas State Historical Society

10. Geographical Data

Acreage of property less than one acre

UTM References

	Zone	Easting	Northing
A	14	462395	4421040
B			
C			
D			

☐ See continuation sheet

Verbal Boundary Description

The nominated property is located on the SW 1/4, SW 1/4, NW 1/4, NW 1/4, section 26, township 1 south, range 19 west on a tract measuring 39' x 15 1/2' whose northeast corner is represented by the northeast corner of the bridge. Beginning at the northeast corner, the boundary proceeds 39' southwest, 15 1/2' northwest, 39' northeast, and 15 1/2' southwest to the point of beginning.

☐ See continuation sheet

Boundary Justification

The boundary includes only that area that is historically associated with the nominated property.

☐ See continuation sheet

11. Form Prepared By

name/title Larry Jochims

organization Kansas State Historical Society date September 20, 1989

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city or town Topeka state KS zip code 66612